THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPADYESSO NAIK): (a) and (b) In the State of Bihar, Airports Authority of Indian (AAI) has already renovated and expanded Patna airport at an estimated cost of Rs. 5 crore, and Gaya Airport at an estimated cost of Rs. 10 crore. Construction of new Terminal Building, Technical block, Fire station etc. is in progress at Gaya Airport at an estimated cost of Rs. 50 crore.

(c) Government has already approved in principle, setting up of international airports at Devanahalli near Bangalore, Shamsabad near Hyderabad and Mopa (Goa). Concerned State Governments will implement the projects with majority private sector participation. Substantial progress have been made in setting up of airports at Bangalore and Hyderabad. The private sector partners have been selected through global bids and Special Purpose Companies have been formed for implementation of these projects. The shareholders agreement has already been signed in the case of Bangalore International Airport Limited. Proposals have also been received from State Governments for construction of new airports at Kannur in Kerala, Taj International Aviation Hub in Uttar Pradesh, Ajmer in Rajasthan and Pune (Chakan) and Navi Mumbai in Maharashtra.

Performance of Alliance Air

†645. SHRIMATI KUM KUM RAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the objective behind setting up of a separate airways called Alliance Airlines;

(b) whether these objectives have been achieved;

(c) if not, the reasons therefor;

(d) whether number of plane crashes of Alliance Airlines have increased recently;

(e) if so, the reasons therefor and the details of remedial steps taken for safety of passengers and planes; and

(f) by when any review of the airlines is likely to be done?

†Original notice of the question was received in Hindi.

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) Alliance Air is operated by the Airline Allied Services Limited (AASL) a wholly owned subsidiary of Indian Airlines. AASL was floated by Indian Airlines in 1983 but it remained a shell company till it was decided to reactivate it in December 1995 with a view to achieve the following objectives:—

- Increased utilization of Boeing 737 aircraft through Commanders inducted in Alliance Air from the open market.
- Increased utilization of A-320 and A-300 aircraft due to availability of Boeing Pilots for upgradation/conversation training on these aircraft type.
- Operation of smaller aircrafts proposed to be acquired/leased for serving regional needs leaving Indian Airlines to concentrate on long distance operations.

The Company started its operations in April, 1996.

(b) Yes, Sir. The details are as under:—

Increased Utilization of aircraft

The average annual utilization of the aircraft in the fleet of Indian Airlines/Alliance Air in the year 1995-96 was:

Aircraft type	Average Utilization per aircraft per annum (Hours)
B-737	1629
A-300	2182
A-320	2148

The average utilization of these aircraft has increased after launching of Alliance Air as is evident from the table below:

Aircraft type	Average Utilization per aircraft per annum (Hours)		
	1999-2000	2000-01	2001-02
B-737	2849	2728	2745
A-300	2274	2400	2491
A-320	2954	3048	3178

Utilization of smaller aircraft

Alliance Air has acquired 4 ATR 42-320 aircraft on lease for a period of 5 years for deployment exclusively in the North Eastern Region. Two of the aircraft have already been deployed and the other two will be deployed in a phased manner.

(c) Does not arise.

(d) No, Sir. There was only one accident so far to Alliance Air aircraft *i.e.* B-737 aircraft VT-EGD was involved in an accident at Patna on 17.7.2000.

(e) Does not arise.

(f) Periodical reviews are done on a continuous basis for safety of passengers and aircraft in accordance with the Aircraft Rules and Regulations in force.

Traffic at Tirupati Airport

646. DR. DASARI NARAYANA RAO: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Air Traffic at the Tirupati Airport remains stagnant despite extending the Runway, construction of Modern Terminal Building and making provision for night landing;

(b) if so, the details thereof and the reasons therefor; and

(c) the steps Government propose to take to increase Air Traffic at this pilgrimage Airport?

THE MINISTER OF STATE IN THE MINISTRY OF CIVIL AVIATION (SHRI SHRIPAD YESSO NAIK): (a) to (c) The factors of Hyderabad-Tirupati-Hyderabad service for the last six months have been as under:—

(Year 2002-03)	August	September	October	November	December	January
IC943/944	44.7	32.8	35.8	34.1	55.4	41.3

Government has laid down route dispersal guidelines with a view to achieve better regulation of air transport services taken into account the